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INSIDE

New GA Customs Fees Adopted.....Page 186
Mooney Model 205 Certificated.....Page 187
May Shipments and Billings.....Page 189
Business Aviation Briefs.....Page 190
Marketplace.....Page 192

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ATA URGES REMOVAL OF ATC, AIRPORTS FUNCTIONS FROM FAA

Air Transport Association's board of directors voted Wednesday to support formation of a new federal aviation authority that would take over responsibility for the nation's air traffic control and airport systems from the Federal Aviation Administration. Following up on a study it commissioned by the National Academy of Public Administration, ATA said "the airlines are committing themselves fully to this endeavor as the best possible means of assuring continued improvement in safety and capacity for U.S. air transportation."

ATA President William F. Bolger said the authority "would be responsible for funding and managing the nation's air traffic control system and the national airport development and grant program. As currently envisioned, the authority would be Congressionally chartered as a federal corporation and headed by a chief executive appointed by the President with the advice and consent of the Senate. It would be counseled by an advisory board of members from the legislative and executive branches of government."

Intensified Lobbying Effort Expected

ATA has been quietly seeking support for a major structural change in the federal government's operation of the national airspace system for several months and last week's approval by the ATA board signals the start of an intensified lobbying effort. Bolger is scheduled to make a presentation on the ATA proposal this Tuesday to the Regional Airline Association convention in Washington and numerous other briefings are being planned (see related item on Page 190). A spokesman said ATA hopes to see legislation proposing formation of such a federal corporation introduced in Congress before the July 4th recess, which begins June 27, although substantive Congressional action is not expected this year.

Key Questions Remain Unanswered

The spokesman for ATA said the organization has not made final decisions on a number of key issues, but it is clear that ATA policy makers stopped far short of endorsing the entire scope of the NAPA recommendations. The NAPA study called for a new federal corporation to assume nearly all of FAA's current responsibilities and also said that it should report to the Secretary of Transportation, although the new government entity would technically not be part of DOT (BA, April 14/113). The resolution of questions about the new authority's relationship with DOT, the makeup and specific responsibilities of the advisory board and other issues remain to be "worked out with other members of the aviation community," the spokesman said. He acknowledged that ATA officials "have ideas" on how those questions should be answered, but added "I don't think they want to put of lot of things out there for people to shoot at" until ATA has met with other aviation lobbying groups and representatives of key members of Congress.

There is widespread frustration in the aviation community with FAA's inability—because of fiscal, organizational and political constraints—to address problems quickly. The issue of restructuring FAA is expected to receive considerable attention during next year's session of Congress, which must reauthorize key aviation legislation that is now scheduled to expire Sept. 30, 1987. The Aircraft Owners and Pilots Association has been advocating the removal of FAA from DOT and adoption of a mechanism to guarantee that aviation user taxes are spent for aviation programs (BA, April 28/131).

NOW ONLINE WORLDWIDE

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – MAY UNIT SHIPMENTS

		May 86	Cal. Year
AEROSPATIALE GENERAL AVIATION			
• Single-Engine			
TB-9	Tampico	1	2
TB-10	Tobago	2	19
TB-20	Trinidad	6	14
TB-21	Trinidad TC	1	1
R110		0	1
R180		0	0
R235		0	0
TOTAL		10	37
BEECH AIRCRAFT CORP.			
• Single-Engine			
BE-77	Skipper	0	0
BE-C23	Sundowner	0	0
BE-C24R	Sierra	0	0
BE-F33A	Bonanza	2	7
BE-A36	Bonanza	3	26
BE-V35B	Bonanza	0	0
BE-B36TC	Bonanza	1	6
• Multi-Engine			
BE-B55	Baron	0	0
BE-E55	Baron	0	0
BE-58	Baron	2	6
BE-58TC	Baron	0	0
BE-58P	Baron	0	2
BE-76	Duchess	1	1
BE-B60	Duke	0	0
BE-C99	Airliner	0	0
BE-C90-1	King Air	0	3
BE-F90-1	King Air	1	1
BE-B100	King Air	0	0
BE-200	Super King Air	4	12
BE-200C	Super King Air	0	0
BE-300	Super King Air	2	11
BE-200T	Super King Air	0	0
BE-1900C	Commuter	2	6
Beechjet 400	Diamond IA	1	8
TOTAL		19	89
Manufacturers net billing – $23,585,896.25			
BRITISH AEROSPACE			
• Multi-Engine			
BAe	Jetstream 31	4	18
HS-748		0	1
BAe 146-100		*	2
BAe 146-200		*	3
HS-125-800	Model A	*	4
HS-125-800	Model B	*	0
TOTAL		4	28
PILATUS BRITTEN-NORMAN			
• Multi-Engine			
BN-2B	Islander	0	0
BN-2T	Islander	1	3
Mark III	Trislander	0	0
TOTAL		1	3
CANADAIR LTD.			
• Multi-Engine			
CL-600	Challenger	0	0
CL-601	Challenger	2	4
TOTAL		2	4
CESSNA AIRCRAFT CO.			
• Single-Engine			
CE-152		0	0
CE-A152	Aerobat	0	0
CE-172	Skyhawk	14	67
CE-172	Cutlass	0	0
CE-172RG	Cutlass	0	1
CE-182	Skylane	3	21
CE-182	Turbo Skylane	0	1
CE-182RG	Skylane RG	1	4
CE-182RG	Turbo Skylane RG	0	1
CE-185	Skywagon	0	0
CE-U206	Stationair 6	8	24
CE-TU206	Turbo Stationair 6	3	14
CE-207	Stationair 8	0	0
CE-TU207	Turbo Stationair 8	0	0
CE-208	Caravan	3	11
CE-210	Centurion	2	6
CE-T210	Turbo Centurion	8	23
CE-P210	Pressurized Centurion	1	3
CE-188	AgHusky	0	0
CE-188	AgTruck	0	0
• Multi-Engine			
CE-303	Crusader	0	1
CE-335		0	0
CE-340		0	5
CE-402		0	1
CE-404	Titan	0	0
CE-414	Chancellor	1	3
CE-421	Golden Eagle	0	1
CE-425	Conquest I	3	3
CE-441	Conquest II	1	3
CE-500	Citation I	0	0
CE-550S/II	Citation II	1	7
CE-650	Citation III	2	4
REIMS AVIATION			
• Single-Engine			
CE-F152		0	0
CE-F152	Aerobat	0	0
CE-F172	Skyhawk	0	0
CE-FR172	Hawk XP	0	0
CE-F182	Skylane	0	0
CE-F182RG	Skylane RG	0	0
TOTAL		51	204
Manufacturers net Billing – $25,920,331			
AVIONS MARCEL DASSAULT			
• Multi-Engine			
AD-My.10	Falcon	0	0
AD-My.20	Falcon	0	1
AD-My.200	Falcon	0	1
AD-My.50	Falcon	1	6
TOTAL		1	8
DE HAVILLAND AIRCRAFT OF CANADA			
• Multi-Engine			
DHC-5		0	2
DHC-6	Twin Otter	0	0
DHC-7		0	1
DHC-8		4	13
TOTAL		4	16
EMBRAER			
• Single-Engine			
EMB-201	Ipanema	0	6
EMB-710	Carioca	0	0
EMB-711	Corisco	1	3
EMB-712	Tupi	1	3
EMB-720	Minuano	3	10
EMB-721	Sertanejo	0	0
• Multi-Engine			
EMB-110	Bandeirante	0	0
EMB-120	Brasilia	1	2
EMB-121	Xingu	1	3
EMB-810D	Seneca II	4	13
EMB-820		0	0
TOTAL		11	40
FAIRCHILD AIRCRAFT CORP.			
• Multi-Engine			
Merlin III-C		0	0
Fairchild 30		0	0
Merlin IV-C		0	0
Metro III		5	14
TOTAL		5	14
GATES LEARJET			
• Multi-Engine			
LR-25D		0	0
LR-25G		0	0
LR-35A		0	4
LR-36A		0	0
LR-55		1	1
TOTAL		1	5

		May 86	Cal. Year
GULFSTREAM AEROSPACE			
• Multi-Engine			
GR-1159A	Gulfstream III	2	5
AE-840	Turbo Commander	0	0
AE-900	Commander 900	0	0
AE-980		0	0
AE-1000		0	1
TOTAL		2	6
ISRAEL AIRCRAFT INDUSTRIES			
• Multi-Engine			
1124	Westwind 1	0	0
1124A	Westwind 2	1	2
	Astra	0	0
TOTAL		1	2
LAKE AIRCRAFT			
• Single-Engine			
LA-4-200EP		2	3
LA-250	Renegade	2	6
TOTAL		4	9
MAULE AIR INC.			
• Single-Engine			
M-5-180C		1	3
M-5-200		0	0
M-5-235C	Lunar Rocket	1	3
M-6-235		0	1
MX-7-180	Super Rocket	1	2
M-7-235	Super Rocket	1	4
MX-7-235		2	13
TOTAL		6	26
Manufacturers net billing – $284,911.27			
MOONEY AIRCRAFT CORP.			
• Single-Engine			
M-20J	201	2	14
M-20K	252	8	37
TOTAL		10	51
PARTENAVIA S.P.A.			
• Multi-Engine			
P68C		0	3
P68C-TC		0	2
P68	Observer	1	3
P68	Observer TC	0	1
Spartacus		1	1
TOTAL		2	10

		May 86	Cal. Year
PIPER AIRCRAFT CORP.			
• Single-Engine			
PA-38-112	Tomahawk	0	0
PA-28-161	Warrior	1	33
PA-28-181	Archer II	0	23
PA-28-236	Dakota	0	4
PA-28RT-201T	Turbo Arrow IV	0	1
PA-32-301	Saratoga	2	5
PA-32R-301	Saratoga SP	0	1
PA-32R-301T	Turbo Saratoga SP	0	3
PA-46-310P	Malibu	6	30
• Multi-Engine			
PA-31-350	Chieftain	0	0
PA-31P-350	Mojave	0	0
PA-31-500	Cheyenne I	0	0
PA-31-500	Cheyenne IA	0	2
PA-42-720	Cheyenne III	0	1
PA-42-720	Cheyenne IIIA	0	1
PA-42-1000	Cheyenne 400LS	1	2
PA-34-220T	Seneca III	3	16
PA-44-180	Seminole	0	0
PA-44-180T	Turbo Seminole	0	0
PA-T1020		0	0
PA-T1040		0	0
TOTAL		13	122
Manufacturers net billing – $3,197,987			
SHORT BROTHERS LTD.			
• Multi-Engine			
SBJ-CS-7	Skyvan	0	1
SD-3-30		1	1
SD-3-60		3	9
TOTAL		4	11
	SINGLE-ENGINE	93	460
	MULTI-ENGINE	58	225
	GRAND-TOTAL	151	685

UNIT SHIPMENTS COMPARATIVE TREND: 19 MANUFACTURERS

	May			Calendar Year to Date		
	1986	1985	1984	1986	1985	1984
Aerospatiale	10	*	*	37	*	*
Beech	19	31	33	89	108	177
British Aerospace	4	8	4	28	28	16
Britten-Norman	1	3	1	3	3	5
Canadair	2	0	4	4	1	10
Cessna	51	76	53	204	345	326
Dassault	1	1	3	8	9	10
De Havilland	4	2	2	16	16	10
Embraer	11	3	7	40	44	39
Fairchild	5	2	1	14	8	9
Gates	1	2	3	5	9	8
Gulfstream	2	4	6	6	17	19
Israel	1	0	0	2	0	3
Lake	4	1	4	9	7	12
Maule Air	6	8	7	26	33	9
Mooney	10	4	6	51	39	49
Partenavia	2	*	*	10	*	*
Piper	13	51	66	122	231	275
Short	4	*	2	11	2	16
TOTAL	151	194	190	685	904	1,000

* Figures not available